

Today's Advertisements.

NOTICE.

\$45,000 to lend upon First Class Mortgage Security in large or small Amounts.

Apply—
J. J. FRANCIS,
4, Des Vieux Road.
Hongkong, 11th May, 1901. [511c]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
ON
SATURDAY, the 18th May, 1901,
at 2.30 P.M.,
at their Sales Rooms, Ice House Street.
A QUANTITY OF
SILK TAPESTRIES & EMBROIDERIES.
These Silks are all made on the Imperial Looms at SOOCHOW and HANGCHOW for Imperial use and were stored in the Imperial Household Godowns.
TERMS:—As Usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th May, 1901. [525c]

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.
NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above Company will be held at the Office of the Undersigned, No. 5, Queen's Road Central, Hongkong, on THURSDAY, the 23rd May, at 3 o'clock, in the afternoon, for the purpose of considering, and (if thought fit) approving of an offer for the sale of the whole of the Company's property on Marine Lot No. 29, 30A, 30 and 30A, Inland Lot No. 438-47, 613-615 on Terms and Conditions, which can be ascertained upon enquiry from the Undersigned.

MEYER & CO.,
General Managers.
Hongkong, 15th May, 1901. [524c]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS
by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [526c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 17th instant, at Noon.
This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th May, 1901. [509c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Company's Steamship

"SUISANG,"
Captain Tadd, will be despatched as above on TUESDAY, the 21st instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th May, 1901. [521c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship.

"INDIA,"
Captain Chezo, will leave for the above places, on WEDNESDAY, the 22nd instant, at 5 P.M.
For Freight, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 15th May, 1901. [528c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.
THE Company's Steamship

"AKASHI MARU,"
Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 23rd instant, at Daylight.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 15th May, 1901. [481c]

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARARA,"
Captain will be despatched for the above Port, on or about the 1st August.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 15th May, 1901. [527c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.
THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 17th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th May, 1901. [522c]

Today's Advertisement.

THE TRADE MARKS ORDINANCE 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that CARLOWITZ & Co., carrying on business at Victoria, in the Colony of Hongkong and elsewhere as merchants have, on the 8th day of May, 1901, applied for the Registration in Hongkong, in the Register of Trade Marks of the following TRADE MARK.

In combination with the undermentioned device and on one end of the reel on which the Cotton thread is wound appears the distinctive device of a Peacock with its tail outspread, enclosed in a fancy circle. Round the circle are printed stamped painted impressed branded, stencilled written drawn cut or embossed the words "Extra Glace Cotton Thread." In combination with the above device and on the other end of the reel on which the Cotton thread is wound appears the same device with the word "Warranted" on the top, in the name of CARLOWITZ & Co. who claim to be the proprietors thereof.

The Trade Mark has been used by the applicants since the month of February, 1900, in respect of the following goods:
Cotton Thread on reels in class 23.
A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Undersigned. Dated the 11th day of May, 1901.
JOHNSON STOKES & MASTER,
Solicitors for the Applicants,
12, Queen's Road Central,
Hongkong. [523c]

Intimation.

A. S. WATSON & Co., LIMITED.
ESTABLISHED A.D. 1841.
THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

OUR NEW FACTORY, facing the sea at the PRAJA RECLAMATION, is constructed with every attention to the best principles that sanitary science can suggest.

A perfect System of Filtration is employed guaranteeing Absolute purity.

The Machinery used is of the Latest Type.

A STAFF OF ENGLISH EXPERTS attends to every detail of the Manufacture.

The Waters produced are of the highest class and excellence; as testified to by the best English makers.

A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.
Hongkong.

DEATHS.
At Government Civil Hospital, yesterday (Tuesday), the 14th inst., Bro. C. ROBERTSON, Warrier, Victoria Gaol.

At "Balmoral," No. 23, Steven's Road, Singapore, Mrs. J. H. W. HJELMSTROM, the beloved mother of Mrs. E. Becker, aged 77.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, MAY 15, 1901.

REUTER'S TELEGRAMS.

BRITISH SOUTH AFRICA.
LONDON, May 13th.

It is estimated at Pretoria that 16,500 Boers are still in the field.

The enemy is again massing in the Eastern and Western Transvaal.

General Campbell whilst returning to Middleburg was harassed by 1,000 Boers with four guns.

HONOURS FOR JAMES WATTS, THE TIENTSIN HERO.

James Watts has been awarded a Companionship of the most Distinguished Order of St. Michael and St. George, for conspicuous bravery in conveying despatches between Tientsin and Taku on the 19th June last.

THE BRITISH AND AMERICANS AT PEKING.

A report by General Chaffee's aide-de camp published at Washington, upon the operations

of the Allies at Peking, says that the British were the only real friends the Americans had, and that they were always together.

BRITISH SOUTH AFRICA.
Mrs. Botha, wife of the Commandant, has sailed for England. She obtained Lord Kitchener's consent to interview Mr. Kruger, urging peace.

WEATHER REPORT.
The Observatory report says—
On the 15th at 11.55 a.m. the barometer has fallen on the China coast and in the Philippines. Pressure appears to be now low over N. China, and highest over Japan. Gradients slight for S.E. and E. winds on the coast, and in the N. part of the China Sea. Forecast—Moderate or light E. winds; cloudy, misty.

LOCAL AND GENERAL.
A GOOD shorthand reporter is wanted, vide advertisement appearing elsewhere.

HARMSTON'S Circus was due to arrive at Singapore from Manila, on the 13th of this month.

Mr. E. W. BIRCH, C.M.G., the new Governor of British North Borneo, arrived at Singapore en route for Sandakan on the 9th instant. He is accompanied by Mrs. Birch.

ON Tuesday night a 'ricksha' man carelessly ran his machine, his fare (an engineer from the *Empress of Japan*), and himself over the praya wall near Blake Pier. They were both rescued by a European policeman.

NOTICE.
Our Special Edition is now on sale and may be obtained on application. Price fifty cents. Intending purchasers are advised to order early. See advertisement appearing elsewhere.

WHEN the Duke of Cornwall and York was in Malta he honoured Baron Testaferrata Abela not only by appointing him C.M.G. but by accepting from him a valuable collection of stamps which the Baron had collected for some forty years.

It may be noticed that we are publishing a gazette of interest to the shipping community generally, giving the names of officers on leave, promotions, transfers, etc. We imagine it will be found useful by many shipping people here, who can see at a glance where their friends are at the time. We shall be much obliged for any information from our readers tending to keep the column up to date.

THE Hon. Treasurer of the Alice Memorial and Netherole Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—
H. H. Cooper\$19

The Hon. Treasurer in reply to a query regarding the item "Telephone" in the balance sheet of the Alice Memorial and Netherole Hospital for 1900, begs to state that the sum of \$80 per annum is expended on the upkeep of a telephone in Netherole Hospital, the telephone in the Alice Memorial being maintained free of cost by the China and Japan Telephone Co. Ltd.

A CORRESPONDENT of the *Morning Leader*, writing under date Paris, April 14th says:—
Much sympathy generally has been expressed with the successful exhibitors at last year's Exposition, who, though awarded medals and diplomas several months ago, as yet have received nothing. This sympathy took a practical turn in the minds of three enterprising individuals, who, coming to the aid of the administration, have been delivering gold and silver medals and diplomas. Finding the business a paying one, they established branch offices in Brussels and elsewhere. When the police swooped down to-day on one of their offices no fewer than 200,000 false medals were captured. It is not known yet to what extent this swindling was carried on, but certainly it must have been considerable, judging from the luxuriousness of the apartment employed as headquarters.

LACONIC tragedies, in what might be called literary tabloid form, have been a little in vogue at home. Here is a cycle of those compressed epics:—

Little boy,
Cherry-stones;
Croton-oil;
Awful moans.

Little girl,
Box of paints;
Sicks her brush;
Joins the saints.

Bigger boy,
Sea-gull's nest;
Crumbling rocks;
Eternal rest.

Bigger girl,
Healthy bloom;
Waist too tight;
Early tomb.

We add,
Hongkong clerk,
Fantan plays;
Robs the till;
Ninety days.

Subaltern,
Does a mash,
Mess bill short;
Comes a crash.

Little gold,
Company
Boom in Shares
Bankruptcy.

Big taipan,
Plenty tin
Pretty wife;
Lets him in.

Can't pay up,
Awful funk;
Borrow cash;
Do a bunk.

A little drink,
Weather hot;
Sundry nips;
Gone to pot.

We are glad to be able to state that the third Chung San St. appeared on the same charge.

Li Yin stated that the second defendant asked him if he would like to go to Manila and arranged to send him there for \$85. He was taken aboard the *Diamante* and introduced to the carpenter, who was to guarantee his being released. A letter saying he had landed. Witness was taken into the carpenter's cabin and told to hide, which he did, food being supplied to him by a fireman. On arrival at Manila witness was found by the 2nd Officer and was brought back to Hongkong. On the way the carpenter told him not to say that he had taken him over. Witness was charged with being a stowaway and fined \$15.

Further evidence having been given the two men were fined \$250 each or four months' hard labour.

LICENSING SESSIONS.
A meeting of Justices was held to-day at the Magistracy at 2.30 to consider an application from Rustumjee Cowasjee Bamjee for the transfer of his Publican's Licence to sell and retail intoxicating liquors on the premises situate at No. 142 Queen's Road Central under the sign of the "Stag Hotel" to Luis Manoel Lobo.

There were no police objections and the application was granted unanimously.

A CASE OF LOAD-LINE.
Yesterday in the Supreme Court, Summary Jurisdiction, before His Honour A. G. VICE, (Puisne Judge), an action was brought by Capt. P. S. Primrose against Un Lai Chuen, to recover the sum of \$633.35, alleged to be the amount of his salary and disbursements from 30th April, 1901, to the end of May, 1901, as damages for wrongful dismissal.

Mr. Hastings (Messrs. Deacon and Hastings) appeared for the plaintiff, and Mr. J. Hays, (Messrs. Johnson Stokes and Master) represented the defendant.

Mr. Hastings said his client was a master-mariner. The defendant was owner of the s.s. *Telenachus*, a former Blue Funnel boat. The plaintiff was engaged by defendant as master of the *Telenachus*. He had made several voyages from Hongkong to Saigon and the Philippines. He returned to Hongkong from his last voyage on the 19th ult., and the next morning Capt. Williamson went aboard, and gave Capt. Primrose a letter in which he was asked to hand over the command of the steamer to the bearer.

Capt. Primrose went to the defendant and asked the reason of his dismissal. Capt. Primrose was then cross-examined by Mr. Hays, and it came out in evidence that the plaintiff had found out that the load-line of the steamer was a false one, and he had offered to its proper position. It made a difference of 84 tons dead weight to the ship.

Mr. Hays asked if it was not a serious offence to shift the load-line.

Plaintiff said it was a much more serious offence to have it in the wrong place.

Asked if he (plaintiff) knew he was taking great responsibility in altering the load-line, he replied, No; it was done by the Board of Trade.

In the defence the Chinese charterer said he objected to the captain altering the load-line, because he lost cargo by it.

Mr. Hastings: Then you prefer to run the steamer with a false load-line, and endanger the vessel to get a bigger cargo, and then dismiss the captain for finding the correct load-line? Witness admitted this, and said he dismissed the captain because he did not tell him about altering the load-line.

Judgement for the plaintiff for \$505.25 (and costs). His Honour saying that plaintiff was perfectly justified in altering the load-line, otherwise he might have got into very serious trouble at the Harbour Office or in the Police Court.

LEGAL INTELLIGENCE.
SUPREME COURT:
IN ADMIRALTY JURISDICTION.
May 15th.

THE "GLENGYLE" vs. "HANGCHOW" COLLISION CASE.

This case came on for hearing again this morning. His Lordship apologised to the Bar for the inconvenience caused by his recent indisposition. Mr. Francis expressed the pleasure of himself and his colleagues at seeing His Lordship once more on the Bench and hoped that he had not come to resume his duties before he was fully recovered.

Mr. Francis, instructed by Messrs. Johnson, Stokes and Master, appeared for the *Hangchow*, and Mr. E. H. Sharpe, instructed by Messrs. Deacon and Hastings, for the *Glengyle*.

Edward Jones, acting assistant Harbour-master was the first witness called. He had held his present position over four years and was before that in the Harbour Office as Boarding Officer since 1888. As Boarding Officer it was his duty to direct ships to their proper anchorages. He knew the fairways, and the Harbour Regulations and held a master's certificate. Before joining the Harbour Office he was chief officer of the *Abyssinia*, one of the chartered Canadian Pacific steamers.

The position of the Northern Fairway is approximately the same as when Witness joined the Harbour Office. In placing the buoys there might have been changes of a few feet but no intentional one. The northern boundary of the Northern Fairway is as given in the Ordinance. It is a line between Kowloon Point and Chungkue Point, bearing about S. 66° W. Witness pointed it out on the chart. The line of buoys at present extends about a hundred feet to the north of the line. He named the buoys forming the line. The southern boundary is a parallel line of buoys about 100 feet distance. He also named this line of buoys. The bearing of this line from Kellets island is about S. 66° E. The bearing given in the Ordinance is wrong. Witness first became aware of this about three months ago on his attention being called to it by the Japanese mate of one of the Mitsui Bussan Kaisha steamers. He was positive that it was before the present case. He reported to the Harbour-master, about two days later, who told witness to have it altered in the Harbour Regulations. This was before the present case. Witness had no idea how the error arose. It was the same in the edition of the *Gazette* for 1886. To the best of his knowledge the error did not appear before then. He did not know if the error had been noticed previously. No report had been made to the Harbour Office. So far as he knew the bearings were never used to go through the fairways, the lines of buoys were always followed. Had the bearing been used the error must have been discovered.

The bearing as erroneously given would take up the whole of the anchorage and nearly the whole of the Central Fairway. These were the reasons for his saying that the error was obvious. With no bearing given the rest of the description would be useless. The western end of the Central Fairway is marked by two conical buoys painted white and red. They

are correctly described in the Harbour Regulations but not in the Ordinance. Between the Central and Northern Fairways is a merchant ship anchorage, but vessels are not allowed to anchor in it to the east of the C. P. R. buoys on account of the danger of the vessels swinging and fouling one another. The anchorage is habitually used as such, there being usually fifteen or more there. The witness had never known any portion of the anchorage to be used as a fairway. He had never met a regular coasting captain, with the exception of Capt. Pierce of the *Hangchow*, who did not know the anchorage. By the gist of Capt. Pierce's conversation after the accident Witness understood that he thought the portion of anchorage referred to was part of the fairway. Witness's description of the fairways corresponded with that given the Admiralty Sailing Directions, and the anchorage here referred to was the one in question. There was no reason why a vessel should not go through the anchorage if there was room; they often did so. A ship ought not to fly a pennant in the anchorage; she would be wrong if she did. A ship coming from Kowloon Point would be going up the Northern Fairway.

By Mr. Francis—So far as Witness knew there was no Ordinance defining fairways before 1886. The N. Y. K. buoys were laid in 1898. The B. and T. buoys were placed in their present position in 1895. The Austrian Lloyd buoy was in its position when Witness arrived here, as were the two P. & O. buoys and the northern M. M. buoy. He could not say the name of the Japanese officer, or his ship, who pointed out the error in the bearing. It was pointed out about a month before the collision. Witness gave a clerk orders to alter the bearing in the Harbour Regulations but did not look to see if it was done. Witness marked the position of all buoys. The colours of the fairway buoys were altered at the order of the then Assistant Harbour-master in 1894. The positions of the lines of buoys was verified by witness by angles and a station pointer. The buoys in the line of the Southern boundary of the fairway were put down in their old positions. He had never seen that the southern boundary line was correct because vessels often interrupted the line of sight. Witness took the anchorage as he found it and as his superior officers told him. He never had need to use the erroneous bearing and so did not discover the error. A line just open of Kaitum Island would be a bearing of S. 72° W. About 8 months ago a captain was wanted for not flying a pennant in the Northern Fairway. This was the only case he remembered. He remembered several cases of captains being prosecuted for anchoring in the central fairway.

By His Lordship. If witness saw a vessel flying a blue pennant in the anchorage he would order it to be hauled down.

Leonard Fuller James, Chief Officer of the *Glengyle*, holding a master's certificate, said he weighed the anchor on the forecastle head at Stonecutters on 21st March and remained there up to the time of the collision. It was his first trip to Hongkong. The *Glengyle* passed the *Empress* boat between 30 and 100 feet distant. Witness first saw the *Hangchow* just before the *Glengyle* was abreast of the *Empress*, when the *Glengyle* bow was about the *Empress*' quarter. The *Hangchow* was 11 or 20 points on the port bow and about a mile off. The *Empress* was swinging towards the West. Before the *Empress* was reached the engines were going slow. They were stopped somewhere about abreast of the *Empress*, about nine or ten minutes before the collision. When first seen the *Hangchow* was going about seven knots with the tide. After the engines were stopped they were not turned until reversed about three minutes before the collision. The *Glengyle* sounded a blast on the whistle when the *Hangchow* was first observed by witness. The *Hangchow* gave a short blast shortly after. The *Glengyle*'s whistle next blew a long blast about 2 or 3 minutes after the *Hangchow* had whistled. This was about three minutes before the collision. At this time the *Hangchow* could have cleared the *Glengyle* on either side. The way was off the latter vessel. The engines were reversed just after the second long blast. Up to within a minute and a half of the collision the *Hangchow* could have cleared the *Glengyle* on either side; her speed did not seem to have been reduced. After that she might have cleared by porting her helm. The *Hangchow* let go her starboard anchor, followed by the port in 15 or 20 seconds and then appeared to slacken speed. Before this she did not appear to have slackened but came on at a great speed. When the *Glengyle*'s engines were reversed she was about half-length from the M. M. buoy and was practically stopped. Had the *Glengyle*'s engines been reversed sooner her head would have pointed to starboard and she would have fouled the *Empress*. At the moment of collision the *Glengyle* was a little stern way. There was nothing whatever to stop the *Hangchow* passing to port.

Mr. Barber, the third officer of the *Glengyle*, was under cross-examination by Mr. Francis this afternoon. He was unable to say if the Chinese pilot advised the Captain as to what courses to steer. He did not hear him say anything on the subject. Chinese pilots were different to European and, so far as Witness knew, were very little use.

By His Lordship. Witness was on the bridge by the telegraph. The Captain and pilot were moving about. They were sometimes together. He did not see them speak to one another. The pilot did not give any orders to witness or the helmsman.

It turns out that the pilot is reported dead and cannot be found to give evidence. Mr. Sharpe said he would endeavour to find him if the report turned out to be false. Mr. Francis said he did not intend to comment on the pilot's absence.

John Reid, M.B., C.M., "doctor of the *Glengyle*", was on the lower bridge when the vessel was coming up the harbour on 21st March. He would say that the engines were stopped ten minutes before the collision. He heard the order given. Some minutes after he heard the order to lower away the rope into the boat. After the latter order Witness went to the break of the poop and stopped to speak to a passenger. The passenger pointed out soon after that the engines were going astern. After this Witness noticed the *Hangchow*, coming towards them at great speed, let her anchor go. Witness saw a collision was inevitable and made a rush to the bridge to see what was to be seen. He had just reached the top of the ladder when the crash came. From the time Witness saw that the engines had been reversed to the collision was about 45 seconds to a minute. He could not say as to how long before that the engines had been reversed.

By Mr. Francis—Witness was leaning over the rail talking to a passenger for a couple of minutes before he noticed that she had gone astern. During that time she seemed to be stationary. When he saw the engines reversed she seemed to be moving astern. His impression was that she had stern way.

John Hastie Robertson, and Engineer of the *Glengyle* was in charge of the engines on 21st March up to the time of the collision. The engines responded promptly to the order to go astern. They had patent hydraulic reversing gear which enabled them to reverse in 30 seconds.

Mr. Francis had no questions. The case was adjourned until to-morrow at 10.40.

TREE CUTTING.
For cutting trees on Crown Land, Pang Sing Ting, a coolie of no fixed place of abode or occupation, was fined \$10 or three weeks. He went to gaol.

AIDING A STOWAWAY.
Wong Ping, carpenter of the s.s. *Diamante*, was charged with aiding and abetting one Li Yin to obtain a passage in the *Diamante* from Hongkong to Manila without ticket.

SANITARY BOARD.

A meeting of the Sanitary Board will be held on Thursday, the 16th May, at 4.15 p.m.

ORDERS OF THE DAY.

1. Suggestion relative to the deposition of moribund infants at the door of the Convents.
2. Correspondence relative to the Report of Medical Officer of Health for 1900.
3. Correspondence concerning the erection of public baths.

AGENDA.

1. Lime-washing Report for the fortnight ended May 13th, 1901.

2. Mortality Statistics for this Colony for the weeks ended April 27th, and May 4th, 1901.

THE PLAQUE.

Number of cases reported (Chinese) 461
up till noon of the 14th (Other Asiatics) 3
May, 1901 (Europeans) 0

Number of cases reported (Chinese) 3
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of cases reported to date 488

Number of deaths reported (Chinese) 435
up till noon of the 14th (Other Asiatics) 1
May, 1901 (Europeans) 0

Number of deaths reported (Chinese) 22
during the past 24 hours (Other Asiatics) 0
(Europeans) 0

Total number of deaths recorded to date 400

JELEBU MINING AND TRADING CO., LTD.

The ordinary general meeting of the above Company was held at noon on 13th inst. at the office of the General Agents, Messrs. Syme and Co., for the purpose of receiving the Directors' report and accounts for the half-year ended February 18th, 1901.

There were present Mr. A. Barker (Chairman), Messrs. C. J. Van Alst and Nathan (Directors) and Messrs. Ewald, Scott, Russell, Dietz, and others.

The Chairman having read the notice calling the meeting, the minutes of the last ordinary meeting were read and confirmed, and the adoption of the Directors' Report and accounts for the last half year was moved by the Chairman, seconded by Mr. Ewald and passed unanimously.

In moving the adoption of the above report Mr. Barker remarked that during the past six months, work at both the Rin Lode and Giam Lode had been pushed forward vigorously, but they had been hampered by their extremely imperfect winding gear, which had only permitted of stone being taken from the surface, it being impossible to have taken it from a lower depth. Now, however, two new sets of winding gear had been purchased and they had already been shipped to Seremban and as soon as these were erected and in working order it would be possible to get stone from the bottom, and to go on in a very much improved manner. With twenty head of stamps in working order and new winding gear there was no doubt of better returns. With regard to the Rin Lode there was enough stone in sight there to keep the batteries going for another three years. In the report it was stated that there was only enough stone in sight for another year, but this statement was a mistake. The prospect was an extremely satisfactory one. The Chairman then went on to say that according to an estimate formed on the returns for the past year, it had been decided to increase the crushing power by ordering another ten head of stamps. In doing so they felt they were perfectly justified since with thirty head of stamps and their machinery in good working order, the operations of the Company must be greatly extended. He thought that after all the disappointment and dangers through which the Company had passed, at last they were in a safe position, on a rocky bottom and there were good times ahead for the shareholders as a reward for their patience.

In concluding, Mr. Barker said that he hoped that in a year hence the Profit and Loss Account would be wiped out, for of course until that was wiped out, there could be no dividends, as the Directors believed that that was the better and the safer course to take.

Mr. Ewald asked several questions relative to the proposal to add the extra ten head of stamps, mentioning that when the old Directors had decided on the addition of stamps, the percentage from crushing results was higher than now. He only wanted to be assured of the favourable future of which the Chairman had spoken? He would also like to know had the Company a sufficient supply of firewood?

All the questions were answered satisfactorily by the Chairman and the Mine Manager, Mr. Gardner, who was present. The latter gentleman mentioned that the low percentage of crushing at present, was accounted for by the fact that they were crushing almost worthless stuff, taken from the surface, but there was plenty of good stone further down and with the new machinery they would be able to get it. As to the supply of firewood, there was a sufficient supply now in hand to last six months, a thing before unknown at the mine.

In concluding the debate, the Chairman remarked that according to information continued to come in as to the mining progress, it would be laid before the shareholders, that they might not be kept in the dark as to what was going on and monthly reports from the Manager would be inserted in the local papers.

Mr. Barker, the Director to retire by rotation was then re-nominated for office, being proposed by Mr. Dietz, seconded by Mr. Scott Russell and re-elected *unanimously*.

This concluded the business of the meeting.

THE PRESIDENT OF THE FRENCH REPUBLIC.

No doubt the Republic is the only form of government suitable to France, but our neighbours love the pagantry and ceremony of a Court nevertheless, and a President who could not satisfy their courtly instincts would stand a poor chance of standing firm on his precarious eminence. Fortunately, that is the style of thing which comes easily to a Frenchman. He has none of the awkward bashfulness of the Anglo-Saxon, and lays himself out *con amore* to display the graces with which Nature has endowed him. An English alderman discharging the ceremonial functions of the Head of the State would be unthinkable; but the French chemist's son, handicapped though he be by the sombre stiffness of evening dress, plays his part with a dignity and aplomb which would do credit to a Marsbaron. In a French sequestration in form, but imbued with the lofty spirit of platitude which touches the hearts of the French, M. Loubet commanded the spirit of justice, solidarity, and kindness to the "youngest member of the French family," whom he believes to be as fervent patriots as they are fervent Republicans. Coming at a time when the primary object of his visit is to welcome an Italian fleet to France, the words, to an outsider, appear slightly absent-minded; but the seizure of the untimely place of their kings has perhaps caused to be so subject with the Italians. We would have the Paris Press would have to say if the German Emperor, on his way to receive M. Loubet, made a similar speech in Strasbourg—St. James Gazette.

WIRE NEWS.

(By the German Mail.)

THE INDO-EUROPEAN TELEGRAPH CO.

At a general meeting of the Indo-European Telegraph Co., the Chairman said, that the directors had advocated actively, both at home and abroad, a reduction in the rates to India; but it was necessary to work in accord with other interested telegraph administrations. The postponement of the International Telegraph Conference fixed for May, to 1902, was likely to prolong the delay.

THE LEYLAND FLEET PURCHASE.

The papers generally discuss the purchase of the Leyland fleet by Mr. John Pierpont Morgan. Apprehensions are expressed of American domination of the Atlantic carrying trade. The papers urge the necessity of the country awakening to meet the competition.

A PUGILIST'S DEATH.

The coroner's verdict in the case of Smith, the American pugilist, who died after a fight at the National Sporting Club, is—"Death due to rupture of a blood-vessel accelerated by violence." Smith blamed nobody.

THE COMING RACE.

Preliminary test races between the old and the new Shamrocks will be held on the Solent this month. Similar trials have been arranged between the two American yachts *Constitution* and *Independence*, for the selection of the defender of the America Cup.

CRICKET.

At the meeting of the Marylebone Cricket Club, the proposed change in the leg-before-wicket rule was carried by 259 against 188, but, as a two-thirds majority is required, the rule remains unaltered.

LAW OFFICER'S SALARIES.

The salaries of Law Officers of the Crown, which have risen from £10,000 to £30,000 in six years, were voted by a majority of only 33. Twenty-one Nationalists were absent, and were the majority would only have been twelve.

FOOTBALL.

The final match for the Association Cup, at Bolton, was watched with intense excitement. The ground was packed, at least 40,000 people being present. All the Tottenham Hotspurs' goals were kicked in the last half.

THE KING'S TITLES.

The Imperial and Colonial Governments have been corresponding regarding the question of an extension of the King's titles.

MR. BRODRICK'S ARMY SCHEME.

The *Daily News* says that a meeting of Service members of the House of Commons was held, when a resolution was unanimously agreed to in condemnation Mr. St. John Brodrick's army scheme.

NO WITHDRAWAL.

Lord Cranborne, replying to a question in the House of Commons, said that some British troops at Tientsin and Wei-hai-wei were withdrawing, but no reduction in the garrison of Shanghai was at present contemplated.

ANARCHY IN CHINA.

The *Times* Peking despatch says that the German expedition to Shan-shi has resulted in anarchy in Chih-li.

FRANCE AND RUSSIA.

M. Delcassé has left St. Petersburg after renewed conferences with the Ministers of Foreign Affairs and of Finance. It is believed that the object of the visit was rather for a general discussion of affairs affecting both countries than of specific matters. The *Journal de Petersburg* warmly eulogizes M. Delcassé, whose sagacity and broadmindedness, it says, will contribute largely to the furtherance of the aims of the alliance for the preservation of the general peace.

THE TROUBLES IN ALGERIA.

The Arabs at Millianah, in Algeria, have revolted and looted the village of Marguerite, killing, wounding and capturing most of the inhabitants. The French Administrator was also captured. Troops have been despatched to the scene.

Troops and Gendarmes have settled the trouble in Algeria after considerable bloodshed. The trouble in Algeria was due to a local Marabout preaching with regard to the extermination of foreigners and the recovery of stolen lands. The movement was speedily suppressed, and is not likely to spread.

Interviews published in Paris newspapers, attribute the rising in Algeria to dissatisfaction with the present administration.

SOMALILAND.

Information has been received that the British expedition against the Ogaden Somalis is so impeded by sickness of officers and scarcity of water as to be obliged to return to the coast and await a better opportunity of punishing the murderers of Sub-Commissioner Jenner.

The object of the operations telegraphed on the 23rd ult., was to seize a ford at Juba and prevent the Ogadens from watering their herds.

NIGERIA.

The British expedition to Ishan, in Southern Nigeria, has been severely opposed, sustaining 38 casualties. A larger expedition is being prepared.

THE FLY RIVER MURDERS.

Queensland is sending a force to punish the murderers of the missionaries on Fly River.

BOER PRISONERS.

A report has been circulated concerning the unhealthiness of Ahmednagar Camp for Boer prisoners, furnishing the Dutch papers with an opportunity of denouncing this as a fresh British atrocity.

The *Standard's* Brussels correspondent says that Dr. Leyds has protested to the Powers against the new atrocity of the British in transporting 500 Boers to a waterless desert, in Ahmednagar.

The *Englishman* severely criticises the choice of Ahmednagar for the Boer prisoners. Official statistics show that the death-rate at Ahmednagar is second only to Peshawar, being over 18 per thousand. Enteric is a very common disease. The writer urges Lord Curzon to look into the matter personally.

Mr. St. John Brodrick, in the House of Commons, said the Indian authorities had selected Ahmednagar for the Boers as a place British troops had garrisoned for many years without ill-effects.

Replying to Mr. St. John Brodrick, the *Englishman* reiterates its statements about the unhealthiness of Ahmednagar. It quotes the Sanitary Commissioner's report for 1899, that the place is the most unhealthy in India after Peshawar; that the disease most prevalent is enteric; and that we only keep troops there because, years ago, the mistake was made of erecting costly barracks there.

The *Times* of India affirms that Ahmednagar is healthy, and quotes reports to prove this.

PLAQUE IN THE PUNJAB.

Plague is steadily increasing in the Punjab. A serious disturbance arose at Sahiwal, near Sialkot, where the inhabitants resented the appointment of a native doctor, to inspect women patients, and attacked Mr. Howell, Assistant Commissioner, and a party of police. Mr. Torkington, Deputy Commissioner, was on the spot, and telegraphed to Sialkot for cavalry. Two squadrons started out, under Colonel Money, covering a distance of twenty miles in

two hours. By this time order had been restored, and the rioters were in custody.

THE INDIAN FRONTIER.

Frontier news states that a report having been received by the Officer Commanding at Saidgi Post that Mahsuds had raided on the road between Saidgi and Mirzai, the Militia were sent out, the Commandant following with fifteen troopers and forty rifles. Nothing was seen of the raiders, though a militia spy stated that he saw fifty men returning north. On the way back all the merchandise which had been looted was discovered. The Mahsuds cut up one trader, who was taken back to Bannu still living.

DACOITS.

A band of dacoits who had looted many villages in Cutch Thana and Parkar and Palanpur Agency have been captured by the police, who tracked them into the hills. The dacoits were surrounded, and when the police opened fire on them they surrendered. The gang has been brought to Chajjo.

THE AMIR.

The *Englishman* states on reliable authority that the Amir of Afghanistan has placed an order for a battery of Krupp guns to be delivered next August, and has paid 6½ lakhs of rupees on account.

A BIG FIRE.

A terrible fire occurred at a cotton press at Ameli, Katiawan. Thirty-five out of forty-two people employed were burnt to death or suffocated. The rest were injured and several are not expected to live.

A fire at Bombay destroyed several native shops. One tradesman was burnt to death. The damage is fifteen thousand rupees.

LATE TELEGRAMS.

LONDON, April 16th.

During the operations conducted by Major-General Babinion in the south-western Transvaal the column in command of Lieut.-Colonel Sir H. S. Rawlinson rushed the laager of Commandant Smuts, north-west of Klerksdorp, at daylight. Six Boers were killed and 10 were wounded. The British took 23 prisoners and captured a 12-pounder, a pom-pom (complete), and two waggon full of ammunition.

Three hundred men of Brigadier-General Plumer's force, operating in the northern Transvaal, captured Field Cornet Briert, 16 other Boers, and 10 wagons.

The *Times* says that the operations at present being carried out by Lord Kitchener are intended to prevent the largest forces of the Boers, which are now between Bethel and Ermelo, and Boers from the Orange River Colony, from going north to the bushveld.

Lord Kitchener is developing a big movement with the object of driving the Boers into the inhospitable region north of Pietersburg. In that region supplies will be scarce in the winter.

The *Daily Mail* affirms that Lord Kitchener has now 60,000 mounted men in the field. Compulsory sales of horses in Cape Colony to the military have yielded 40,000 horses.

The Treason Committee sitting at Barkly West has sentenced Mr. Pieter Jacobus ("Pony") de Wet, a member of the Cape House of Assembly for Woodhouse, to three years' imprisonment, and to pay a fine of £1,000, on a charge of treason.

A woman at a farmhouse treacherously directed two members of the British Yeomanry force, where to obtain water, and they were ambushed at a spot on the Pagersfontein-road. One was killed, the other was wounded. The farmhouse was burned by the British as a punishment.

The *Daily Mail* reports that the collapse of the negotiations between Lord Kitchener and General Botha in March last was due to the belief of General Botha that the pro-Boers in England would be able to restore to the Boers their independence. He has now discovered his mistake.

The goals of the Northern Transvaal are filled with recalcitrant Boers. The Boer prisoners in Ceylon represent 25 nationalities. They are comfortably housed, are well fed, and suffer little from sickness. They are contented, although there is a large irreconcilable element among them.

The injunction granted at the instance of Boer agents by the American Court to prevent the shipment of mules and horses from New Orleans to Capetown has been dismissed on appeal, the Court holding that neutrality had not been infringed.

Increasing numbers of Orange River Colony Boers are joining the British to hunt down marauding commandos.

There is a reiterated report in London that the man Adam Wirth, alias Raymond, who is alleged to be the leader of the gang which stole Caine's portrait, the Duchess of Devonshire's, and represented safe makers. It is stated that he sold the safe makers, and then robbed them on the customers' premises by means of duplicate keys. It is also alleged that Wirth was sentenced in Belgium in 1893 to seven years' imprisonment for the robbery of a mail train.

Sir Henry Irving produced *Coriolanus* at the Lyceum Theatre on the 15th. Sir Henry Irving, as *Coriolanus*, had a masterly conception of the part, and it was one of the finest of his impersonations. He received a great ovation. Miss Ellen Terry made a dignified *Volumnia*.

Colonel John Hay, the United States Secretary of State, has announced that President McKinley has decided to include in the new Nicaragua Canal treaty a provision making the Canal property neutral territory.

Sir E. M. Satow, the British Minister at Peking, is negotiating mainly with Liu-kun-yi, the Viceroy of the south-east, Sir E. M. Satow does this as he finds it useless to deal with Li Hung Chang.

China has thanked Japan for the latter's aid in enabling her to withstand Russia's pressure for the signing of the Manchurian agreement. China has also solicited aid from Japan in the event of future contingencies.

Count Lamsdorff, the Russian Minister for Foreign Affairs, has been promoted to the position of a Privy Councillor, in recognition of his services. M. de Giers, the Russian Minister at Peking has been decorated.

M. W. H. de Beaufort, the Netherlands Minister for Foreign Affairs, has notified the Powers that the Permanent Court of Arbitration has been constituted at the Hague.

A steamer discovered, after the arrival of the vessel at Bremerhaven, the missing gold bars concealed in the cornice of the second cabin saloon of Norddeutscher Lloyd Company's steamer *Kaiser Wilhelm der Grosse*.

The newspapers eulogise the practical character of the speeches which the Duke of Cornwall and York has delivered at the places the *Ochir* has called at on her voyage to Australia.

In a match for the billiard championship, 300 up, Dawson beat Stevenson by 3,204.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1899.

Barometer..... 29.867

Thermometer..... 76.2

Humidity..... 84.0

Wind..... 11.0

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.

Barometer..... 29.93 29.83

Temperature..... 74 74

Humidity..... 87 92

Rainfall..... 0.01

TO-DAY.

Wednesday, 15th May, 1901.

Chinese—7th of 3rd moon of 27th year of Kuang-shi.

Sun—Rises..... 5hr. 21min.

Sets..... 6hr. 31min.

High water—Morning..... 6hr. 19min.

Afternoon..... 6hr. 50min.

Low water—Morning..... 0hr. 49min.

Afternoon..... 1hr. 43min.

ANNIVERSARIES.

1878—Assassination of the Home Minister at Tokio.

1891—Wreck of the s.s. *Albatross* at Matsushima.

1899—Troops leave Hongkong on account of fresh trouble in Hinterland.

1899—The Port of Santa in Saragay bay opened to trade.

TO-MORROW.

Thursday, 16th May, 1901.

Chinese—8th of 3rd moon of 27th year of Kuang-shi.

Sun—Rises..... 5hr. 21min.

Sets..... 6hr. 31min.

High water—Morning..... 6hr. 50min.

Afternoon..... 6hr. 49min.

Low water—Morning..... 0hr. 49min.

Afternoon..... 1hr. 43min.

ANNIVERSARIES.

1855—H.M.S. *Rattler* made a successful raid against pirates at Taichow.

1878—A new Volunteer Corps formed in Hongkong.

1881—The amended Treaty between Russia and China ratified at Peking.

1886—Suakin evacuated.

1896—Accidental explosion of a shell at Wanchai; two persons injured.

1898—Prince Henry has an audience with Chinese Emperor.

1899—Kowloon walled City taken by the Volunteers.

1899—The town of Wuchow placarded with anti-foreign placards.

1900—Mafeking relieved.

AGENDA.

TO-DAY.

Cargo ex Hongkong Maru subject to rent.

TO-MORROW.

4 p.m.—Indo-China Co.'s steamer *Loongang* for Manila.

5 p.m.—C. & M. Co.'s steamer *Diamante* leaves for Manila.

8.30 for 9 p.m.—Regular Meeting of the Perseverance Lodge at the Freemason's Hall, Zetland Street.

Cargo ex Bengal subject to rent.

FRIDAY, 17th.

Daylight—N. Y. K. steamer *Awa Maru* leaves for Marseilles, London, etc.

A. L. S. N. Co.'s steamer *Melpomene* leaves for Shanghai.

SATURDAY 18th.

Noon—T. K. K. steamer *Hongkong Maru* leaves for San Francisco via Shanghai, etc.

MONDAY, 20th.

3 p.m.—Public Auction of Crown Land.

TUESDAY, 21st.

Noon—N. Y. K. steamer *Mitsubishi Maru* leaves for Japan ports.

WEDNESDAY, 22nd.

Daylight—O. S. K. Co.'s steamer *Anping Maru* leaves for Coast Ports.

Noon—Ordinary General Meeting of Messrs. A. S. Watson & Co., at the Dispensary.

Noon—Public Auction by Messrs. Hughes and Hough, at their Sales Rooms of the British steamer *Sobraon* and the portion of her cargo remaining on board.

FRIDAY, 24th.

4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australian Ports via Manila etc.

SATURDAY 25th.

Noon—U. S. Co.'s steamer *China* leaves for San Francisco via Shanghai etc.

Noon—P. & O. steamer *Bengal* with Mails leaves for Europe etc.

SUNDAY, 26th.

Daylight—O. S. K. steamer *Maiduru Maru* leaves for Coast Ports.

WEDNESDAY, 29th.

Noon—N. D. L. Co.'s steamer *Preussen* leaves for Southampton.

THURSDAY, 30th.

5 p.m.—E. & A. Co.'s steamer *Eastern* leaves for Australian Ports.

SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

May 13th.

F. Urquhart, chief engineer *Thales*, goes on home leave.

J. Millar, 2nd engineer, *Formosa*, has been promoted chief engineer, *Thales*.

Ed Potts, — *Kiuhang*, has resigned his ship.

W. McKechnie 2nd engineer, *Thales*, has been promoted 2nd engineer, *Hailong*.

E. J. Stoddart, chief engineer, *Diamante*, goes on home leave 15th inst.

W. J. Harrison and engineer, *R. C. Lakin*, goes on home leave 15th inst.

Captain R. D. Thomas has gone in command of the *Nanning*, on the Canton-Wuchow run.

May 15th.

Mr. A. McColl, 3rd engineer, *Tamsui*, has been transferred to the *Wuchang*.

Mr. E. Monkman, 2nd officer, *Kwaiyang*, has been promoted chief officer, same steamer.

Mr. A. C. Cox, 2nd engineer, *Tamsui*, is transferred to the *Wuchang*.

Mr. W. C. Ramsey, 2nd officer, *Kiuhang*, is on leave.

Mr. T. Thompson, 2nd officer, *Kiuhang*, is on leave.

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Mr. T. Thompson, 2nd officer, *Kiuhang*, is on leave.

The A. L. S. N. Co.'s steamer *India*, left Singapore for this port last night the 14th inst.

The Ben Line steamer *Bengal* from Antwerp and London left Singapore on 13th inst., for this port.

The P. & O. S. S. Co.'s steamer *Pekin*, left Singapore for this port to-day, the 15th inst., at 10 a.m.

The N. Y. K.'s steamer *Kasuga Maru*, (Australian Line) left Kobe via Moji for this port yesterday, the 14th inst., and is expected to arrive here on Tuesday the 21st inst.

The O. & S. S. Co.'s steamer *Coptic*, with Mails, &c., which left hence April 13th for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu arrived at destination on the 10th inst.

The O. & S. S. Co.'s steamer *Doric*, with Mails &c., from San Francisco to the 25th ult., via Honolulu, has arrived at Yokohama,

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. |
|----------------|---|--------------------------------|
| AWA MARU | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | FRIDAY, 17th May, at Daylight. |
| MIKE MARU | MOJI, KOBE AND YOKOHAMA. | TUESDAY, 21st May, at Noon. |
| WAKASA MARU | KOBE AND YOKOHAMA. | FRIDAY, 24th May, at Daylight. |
| ROSETTA MARU | NAGASAKI, KOBE AND YOKOHAMA. | FRIDAY, 24th May, at Noon. |
| HIROSHIMA MARU | BOMBAY, VIA SINGAPORE AND COLOMBO. | FRIDAY, 24th May, at Noon. |
| KASUGA MARU | SYDNEY AND MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE. | FRIDAY, 24th May, at 4 P.M. |
| INABA MARU | MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID | FRIDAY, 31st May, at Daylight. |

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th May, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|---|----------------------------------|
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Saturday, 18th May, at Daylight. |
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Tuesday, 11th June, at Noon. |
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) | Thursday, 4th July, at Noon. |

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 18th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th May, 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAVELLI," "INDRAPURA," "KNIGHT COMPANION," &c.

HONGKONG and PORTLAND (OR.) Call at SHANGHAI, NAGASAKI, MOJI, KOBE, &c., and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION" will be despatched for PORTLAND (OR.) on FRIDAY, the 17th instant.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to

ALLAN CAMERON, General Agent.

or to

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

Via

The Overland Railways, and Atlantic and other Connecting Steamers.

Via Inland Sea of Japan and Honolulu.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|------------------|-------------------------------|
| "CHINA" | SATURDAY, 25th May, at Noon. |
| "DOBIO" | SATURDAY, 1st June, at Noon. |
| "PERU" | TUESDAY, 18th June, at Noon. |
| "COPING" | THURSDAY, 27th June, at Noon. |
| "CITY OF PEKING" | SATURDAY, 13th July, at Noon. |
| "GAELIC" | TUESDAY, 23rd July, at Noon. |

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA AND HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full first-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1901

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 5th June.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 26th June.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS

of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM

THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made

at Montreal, Quebec, Halifax, New-York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services; and to European Officials in the Service of China and

Japan Government.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 15th May, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,

LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK

SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.

SUEVIA

Wagner

HAYRE and HAMBURG.

(Calling at SINGAPORE).

24th May.

Freight.

SECOVIA

Foerck

HAYRE and HAMBURG.

(Calling at SINGAPORE and PEWANG.)

31st May.

Freight.

WITTENBERG

Hempel

HAYRE and HAMBURG.

(Calling at SINGAPORE and COLOMBO).

10th June.

Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

No. 1, Queen's Building.

Hongkong, 15th May, 1901.

11840

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|---|-------------|---------------|
| AMOY and SHANGHAI | "WOOSUNG" | 19th instant. |
| MANILA | "SUNGKIANG" | 21st instant. |
| MANILA | "CHANGSHA" | 10th June. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. | "CHANGSHA" | 10th June. |

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 14th May, 1901.

OCEAN STEAMSHIP COMPANY. OUTWARDS.

| FROM | STEAMERS. | DUE. |
|-----------------------|--------------|------------|
| GLASGOW and LIVERPOOL | "ACHILLES" | 18th May. |
| " | "PROMETHEUS" | 28th May. |
| " | "GLAUCOUS" | 11th June. |
| " | "ALCINOUS" | 14th June. |

S.S. "MACHAON" has arrived from GLASGOW and LIVERPOOL, and will sail for SHANGHAI and JAPAN.

HOMEWARDS.

| FOR | STEAMERS. | TO SAIL. |
|--------|--------------|------------|
| LONDON | "CALCHAS" | 28th May. |
| " | "DARDANUS" | 11th June. |
| " | "MACHAON" | 25th June. |
| " | "PROMETHEUS" | 9th July. |

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 15th May, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above, TO-MORROW, the 16th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th May, 1901.

[500c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"MELPOMENE."

Captain Matcovich, will leave for the above place, on FRIDAY, the 17th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 13th May, 1901.

[514c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th May, 1901.

[321c]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"AFRIDI".....24th May.

"HILLGLEN".....14th June.

"LOWHER CASTLE".....30th June.

"HEATHBURN".....17th July.

For Freight and further Information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 6th May, 1901.

[445c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 13th May, 1901.

[226c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND

SAN FRANCISCO,

VIA SHANGHAI, INLAND SEA OF

JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Belgian King. 4 3379 | about | June 10

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO and SAN

FRANCISCO, via MOJI, KOBE, YOKO-

HAMA AND HONOLULU, on or about

the 10th June.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th May, 1901.

11840

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis, will be despatched as above on THURSDAY, the 20th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M/R.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the "CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th May, 1901.

[520c]

The Share Market.

LATEST QUOTATIONS.
(May 15th).

| Companies. | Paid up Capital. | Latest quotation. |
|---|------------------|-------------------|
| Banks. | | |
| Hongkong & Shanghai Banking Corporation. | \$125 | 37 1/2 premium |
| The Bank of China & Japan, Limited. | £ 5 | Nominal |
| The Bank of China & Japan, Limited. | £ 4 | 61 |
| The Bank of China & Japan, Limited. | £ 1 | 65 1/2 buyers |
| National Bank of China, Ltd. | £ 8 | 27 buyers |
| Do. Fong. | £ 1 | 15 sellers |
| Marine Insurance. | | |
| Union Ins. Society of Canton, Ltd. | \$ 50 | 53 1/2 buyers |
| China Traders' Ins. Co., Ltd. | \$ 25 | 58 1/2 buyers |
| North China Ins. Co., Ltd. | £ 25 | 118 buyers |
| Yangtze Ins. Assoc. Ltd. | \$ 60 | 125 |
| Canton Ins. Office, Ltd. | \$ 50 | 180 sales |
| Straits Ins. Co., Ltd. | \$ 20 | 31 |
| Fire Insurance. | | |
| Hongkong Fire Ins. Co., Ltd. | \$ 50 | 360 sellers |
| China Fire Ins. Co., Ltd. | \$ 20 | 58 1/2 |
| Shipping. | | |
| Hongkong, Canton, & Macao Steamboat Co., Limited. | \$ 15 | 35 sellers |
| Indo-China Steam Navigation Co., Ltd. | £ 10 | 135 sales |
| China & Manila S.S. Co., Ltd. | £ 10 | 360 seller |
| Douglas Steamship Co., Ltd. | \$ 40 | 54 sales |
| China Mutual S. N. Co., Ltd. | \$ 50 | 54 |
| China Mutual S. N. Co., Ltd. | £ 10 | 12 buyers |
| China Mutual S. N. Co., Ltd. | £ 10 | 12 buyers |
| China Mutual S. N. Co., Ltd. | £ 10 | 12 buyers |
| Star Ferry Co., Ltd. | \$ 20 | 24 buyers |
| "Shell" Transport & Trading Co., Ltd. | £ 1 | 53 sellers |
| Refineries. | | |
| China Sugar Refining Co., Ltd. | \$100 | 135 sellers |
| Luzon Sugar Refining Co., Ltd. | \$100 | 38 sellers |
| Mining. | | |
| Punjin Mining Co., Ltd. | \$ 8 | 57 1/2 sales |
| Punjin Mining Preference Shares. | \$ 1 | 140 |
| Société Française des Charbonnages du Tonkin. | Fr. 250 | 240 buyers |
| Queen Mines, Ltd. | 25 cts. | 8 cent. sellers |
| Jebeu Mining and Trading Co., Ltd. | \$ 5 | 520 sellers |
| Raub Allain Gold Mining Co., Ltd. | 175. 10d. | 34 |
| Oliver Freehold Mines, Ltd. | \$ 5 | 34 |
| Oliver Freehold Mines, Ltd. | \$ 5 | 34 |
| Docks, Wharves & Godowns. | \$ 5 | 317 1/2 buyers |
| Hongkong & Whampoa Dock Co., Ltd. | \$ 50 | 317 1/2 buyers |
| Hongkong & Whampoa Dock Co., Ltd. | \$ 50 | 317 1/2 buyers |
| Hongkong & Whampoa Dock Co., Ltd. | \$ 50 | 317 1/2 buyers |
| Wanchai Warehouse & Storage Co., Ltd. | \$ 37 1/2 | 53 |
| New Amoy Dock Co., Ltd. | \$ 6 1/2 | 22 1/2 buyers |
| Lands, Hotels and Buildings. | | |
| China Provident Loan & Mortgage Co., Ltd. | 10 | 94 buyers |
| Hongkong Land Investment & Agency Co., Ltd. | \$100 | 198 sellers |
| Kowloon Land and Building Co., Ltd. | \$ 30 | 30 |
| Hongkong Hotel Co., Ltd. | \$ 50 | 16 buyers |
| Oriental Hotel Co., Ltd. | \$ 50 | 30 |
| Humphreys & Estate & Finance Co., Ltd. | \$ 10 | 14 sales |
| Cotton Mills. | | |
| Hongkong Cotton Spinning & Dyeing Co., Ltd. | \$100 | 74 buyers |
| Ewo Cotton Spinning & W. Co., Ltd. | Tls. 100 | Tls. 50 buyers |
| International Cotton Mfg. Co., Ltd. | Tls. 100 | Tls. 45 |
| Laou-kung-mow Cotton Spinning & Dyeing Co., Ltd. | Tls. 100 | Tls. 55 |
| Soy Chee Cotton Spinning Co., Ltd. | Tls. 500 | Tls. 325 |
| Yahloong Cotton Spinning Co., Ltd. | Tls. 100 | Tls. 45 |
| Cigar Companies. | | |
| Alhambra, Limited. | \$500 | 200 p. buyers |
| La Comercial, Ltd. | \$500 | 100 p. buyers |
| Hensiana Limited. | \$500 | 100 p. buyers |
| La Favorita. | \$500 | 100 p. buyers |
| Miscellaneous. | | |
| Green Island Cement Co., Ltd. | \$ 15 | 20 sales |
| China-Borneo Co., Ltd. | \$ 15 | 33 buyers |
| A. S. Watson & Co., Limited. | \$ 10 | 57 |
| Hongkong Electric Co., Limited. | \$ 10 | 112 sales |
| Hongkong Electric Co., Limited. | \$ 5 | 56 1/2 |
| Hongkong and China Gas Co., Ltd. | £ 10 | 133 buyers |
| Hongkong Rope Manufacturing Co., Ltd. | \$ 50 | 157 1/2 |
| Geo. Fenwick & Co., Ltd. | \$ 25 | 55 sellers |
| HKong Ice Co., Ltd. | \$ 25 | 175 sales |
| HKong High Level Tramways Co., Ltd. | \$100 | 225 buyers |
| Dairy Farm Co., Ltd. | \$ 6 | 57 buyers |
| Hongkong and China Bakery Co., Ltd. | \$ 50 | 50 sales |
| Campbell, Moore and Co., Ltd. | \$ 10 | 20 |
| Bell's Asbestos Eastern Agency, Ltd. | £ 1 | 114 buyers |
| United Asbestos Oriental Agency, Ltd. | \$ 4 | 114 buyers |
| Tobray Planting Co., Ltd. | \$ 5 | 33 sellers |
| Universal Trading Co., Ltd. | \$ 20 | 30 sales |
| H.K. Cold Water Boat Co., Ltd. | \$ 5 | 7 1/2 |
| China Light & Power Co., Ltd. | \$ 20 | 20 |
| Robinson Piano Co., Ltd. | \$ 50 | 50 |

VISITORS AT THE HONGKONG HOTEL.

| | |
|-------------------------|--------------------------------|
| Andrew, Mr. C. G. A. | Jackson, Mrs. J. B. and child. |
| Angus, Mr. S. A. | Johnson, Lieut. |
| Arnold, Mr. H. | Joseph, Mr. & Mrs. E. S. |
| Atkinson, Mr. & Mrs. A. | Kate, Mr. E. A. |
| Auld, Mr. J. S. | Kieng, Mr. and Mrs. F. |
| Bell, Mr. J. S. | Killar, Mr. T. |
| Bain, Mr. G. S. R. | King, Maj. H. S., R.E. |
| Bass, Miss | Kirby, Mr. J. S. |
| Becket, Miss | Lancaster, Mr. |
| Bell, Mr. and Mrs. O. | Latter, Mr. G. |
| B. D. | Lemire, Mr. J. M. |
| Benjamin, Mr. D. | Littledale, R.E., Major |
| Berling, Mr. F. J. G. | Long, Mr. & Mrs. D. M. |
| Barr, Mr. V. | Macdonald, Mr. D. |
| Black, Mr. D. F. | Macdonald, Dr. J. |
| Blake, Mr. and Mrs. | Matlock, Mr. S. C. |
| Boyd, Mr. W. H. | McLellan, Mrs. S. |
| Broadbent, R.N., Lt. | McLellan, Mrs. and infant |
| B. Mrs. | Messner, Mr. F. |
| Brooks, Major & Mrs. | Meurer, Mr. J. C. |
| J. C. | Millan, Mr. J. C. |
| Bruce, Capt. and Mrs. | Mudge, Mr. Geo. |
| Bruce, Mr. and Mrs. | Neeson, Mr. O. |
| Buddha, Mr. & Mrs. | Orr, Mr. R. |
| Burnie, Mr. C. M. G. | Orri, Mr. S. G. |
| Bassett, Mr. D. F. | Parry, Mr. W. |
| Clark, Mr. & Mrs. F. | Patterson, Mr. G. W. |
| Clark, Mr. W. J. | Pattie, Mr. D. G. |
| Creasy, Mr. and Mrs. | Pest, Mr. F. |
| E. B. | Pope, Mrs. |
| Creig, Mr. and Mrs. | Price, Mr. C. J. |
| Darwood, Mr. J. W. | Reich, Mr. A. H. |
| Davis, Mrs. W. & child | Robertson, Mr. |
| Denoche, Mr. P. C. | Robinson, Mr. V. |
| Derrick, Mr. E. H. | Scholz, Mr. C. |
| Discombe, Mr. G. M. | Shankland, Mr. R. |
| Dorehill, R.A., Major | Stephen, Mr. Geo. |
| Duff, Mr. W. S. | Stevens, Mr. H. Goyne |
| Duncan, Mr. M. D. | Stewart, Mr. E. H. |
| Dyson, Capt. P. S. | Sulmon, Mr. M. |
| Edith, Miss | Taylor, Mr. D. G. |
| Evans, Mr. A. D. | Tibbey, Mr. H. M. |
| Garratt, Mr. A. D. | Tibbaine, Mr. |
| Gibbs, R.N., Mr. A. | Tilley, Capt. and Mrs. |
| Gibson, Mr. and Mrs. | Wakeman, Mr. G. H. |
| Kennedy | Watts, Mr. and Mrs. |
| Glover, Mr. C. | Frank W. |
| Grant, Mr. John | White, Mr. W. J. G. |
| Harold, Mr. W. | Wild, Lieut. and Mrs. |
| Hochappel, Mr. E. C. | Bagnall |
| Howard, Mr. Thos. | Willes, Mr. and Mrs. |
| Howkins, Mr. & Mrs. | Williamson, Mr. and |
| J. D. | Woolman, Mr. J. J. |
| Huke, Mr. and Mrs. | Wyllie, Mr. A. |
| A. N. | |
| Iving, Mr. E. N. | |
| Jerevich, Mr. V. | |

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

| | |
|-----------------------|-------------------------|
| Baldwin, Mr. Barry | Hays, Mr. J. |
| Beattie, Mr. James | Hughes, Col. G. A. |
| Benjamin, Mr. S. S. | Irvine, Mr. E. H. |
| Bennar, Mr. J. W. C. | Lang, Dr. J. E. |
| Brayne, Mr. H. F. R. | Lee, Mr. K. E. |
| Brown, Colonel F. | Mackie, Mr. C. Gordon |
| Brusse, Mr. G. | Martin, Mr. R. |
| Cameron, Mr. Allan | Miller, Mr. and Mrs. |
| Carrington, Sir John | Newall, Mr. Stuart G. |
| C.M.G. | O'Gorman, Col. The |
| Carrington, Miss | Oppenheimer, R. N. |
| Clippard, Col. A. W. | Pitt, Mr. John R. |
| Crookenden, Col. | Pollock, Mr. H. E. |
| Dana, Mr. G. H. | Pyne, Capt. R. A. M. C. |
| Dixon, Mr. F. | Pyne, Mrs. |
| Eckel, Mr. J. S. | Quinn, Mr. A. B. |
| Eckel, Mr. R. M. | Rouse, Mr. A. D. |
| Forbes, Mr. Andrew | Shelley, Mr. Edward |
| Fraser, Mr. and Mrs. | Sinclair, Mr. A. |
| H. W. | Squier, Capt. Geo. O. |
| Graham, Mr. D. M. | Stokes, Mr. A. G. |
| Griffith, Major W. W. | Tomlin, Mr. G. L. |
| R. A. | Wegless, Mr. H. J. |
| Harston, Dr. and Mrs. | Wheeler, Mr. H. B. |
| G. M. | Wheeler, Lt.-Col. J. L. |
| Gumpert, Mr. and Mrs. | |

CRAIGIEBURN.

| | |
|-------------------------------|-------------------------|
| Anderson, Mr. Jas. | Crickenthorp, Mr. C. S. |
| Boyle, Mr. and Mrs. E. | |
| Brown, Mr. and Mrs. E. | Helms, Mr. W. |
| H. Matheson, Mr. & Mrs. F. O. | Heys, Mr. E. Burns |
| Canton, Staff-Surg. H. | Suter, Mr. Hugo |
| Canten, Mrs. | Volpicelli, Consul |

KOWLOON HOTEL.

| | |
|--------------------|------------------------|
| Davies, Mr. W. | Lewis, Mr. and Mrs. |
| Denn, Mr. F. | E. G. |
| Dowds, Mrs. Lottie | Nobbs, Prof. A. P. |
| Earby, Mr. E. A. | Spittles, Mr. J. |
| Kennedy, Mrs. | Wishart, Mr. & Mrs. H. |
| Leary, Lieut. C. | |

EXCHANGE.

| | |
|------------------------------------|-------------|
| Hongkong, 15th May. | |
| ON LONDON, Telegraphic Transfer | 111 1/2 |
| Bank Bills, on demand 1/11 | 112 |
| Credits, 1 month's sight | 210 1/2 |
| D'cents, 4 months' sight | 210 1/2 |
| ON BERLIN, Bank Bills, on demand | 2.20 1/2 |
| Credits, 4 months' sight | 2.21 1/2 |
| ON NEW YORK, Bank Bills, on demand | 48 1/2 |
| Credits, 30 days' sight | 48 1/2 |
| ON BOMBAY, Telegraphic Transfer | 147 1/2 |
| On demand | 148 |
| ON SHANGHAI, Telegraphic Transfer | 73 1/2 |
| Private 30 days' sight | nom. |
| ON YOKOHAMA, T.T. | 2 1/2 prem. |
| Sovereigns, Bank's Buying Rate | 31.00 |
| Gold Leaf 100 touch, per tael | 51.00 |
| Bar Silver | 27 1/2 |
| Dollars | nom. |

OPTUM QUOTATIONS.

| | |
|---------------------|---------------------|
| Hongkong, 15th May. | |
| New Patna | \$33 1/2 per chest. |
| New Benares | 97 1/2 |
| Old Benares | 95 1/2 per picul. |
| Old Malwa | 80 |
| Persian, paper tied | 80 |

VESSELS IN PORT.

| | |
|--|---|
| Steamers. | |
| ARIAKE MARU, Japanese steamer, 2,193 T. | Tasaka, 14th May, Kutchinotsu 9th May. |
| Coal—Mitsui Bussan Kaisha. | |
| ATHENIAN, British steamer, 2,444 H. Mowatt. | 8th April—Vancouver via Comox, Kobe and Moji 7th March. Timber and Flour. |
| C. P. R. Co. | |
| BENLARIO, British steamer, 1,352, Kroble; 10th May—Bangkok 3rd May, Rice—Bradley & Co. | |
| BERGENTHUS, Norwegian steamer, 2,344, F. H. Swendsen, 9th May—Moji and May, Coal—Butterfield & Swire. | |
| BURNSIDE, American steamer, 1,400 A. H. Laffin, 14th April—Manila 11th April. Cable—Government. | |
| CANNING, British troopship, 1,587, Lieut. Leger G. Warden, 13th May—Rangoon 1st May. | |
| CANTON, British steamer, 2,164, C. F. Lockstone, R.N.R., 14th May—Yokohama 29th May, General—P. & O. S. N. Co. | |
| CHARLES CITY, British steamer, 1,894, A. L. Paterson, 8th May—Moji and May, Coal—Butterfield & Swire. | |

CHUNSAO, British steamer, 1,410, L. A. Muir.

| | |
|--|--|
| 11th May—Bangkok 5th May, Rice—Jardine, Matheson & Co. | |
| CLAYDON, British steamer, 2,085, Parker, 6th May—New York 6th Mar., Case Oil—Order. | |
| DIAMANTE, British steamer, 1,254, A. Ramsay, 11th May—Manila 8th May, General—Shewan, Tomes & Co. | |
| ELSA, German steamer, 1,702, Schonwandt, 13th May—Canton 13th May, Coal—Jensen & Co. | |
| E-SANO, British steamer, 1,127, Hay, 13th May—Hongay 10th May, Coal—Jardine, Matheson & Co. | |
| HAICHING, British steamer, 1,267, T. P. Hall, 13th May—Tamsui via Amoy and Swatow 8th May, General—Donglas, Laprak & Co. | |
| HANGCHOW, British steamer, 999, J. Pearce, 13th May—Shanghai 18th Mar., General—Butterfield & Swire. | |
| HANOL, French steamer, 758, Pannier, 10th May—Haiphong and Hoihow 9th May, General—A. R. Marty. | |
| HONGKONG MARU, Japanese steamer, 6,159, W. E. Filmer, 7th May—San Francisco 9th April, via Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki and May, and Shanghai 4th, Mails and General—J. S. Van Buren. | |
| KNIGHT COMPANION, British steamer, 2,619, C. Froggatt, 14th May—Singapore 8th May, Ballast—Order. | |
| LOKSAO, British steamer, 1,104, W. G. Lask, 14th May—Moji 9th May, Coal—Jardine, Matheson & Co. | |
| LOONGSANG, British steamer, 1,092, G. S. Weigall, 11th May—Manila 8th May, Hemp—Jardine, Matheson & Co. | |
| LYREMONG, German steamer, 1,238, Th. Lehmann, 14th May—Canton 13th May, General—Siemssen & Co. | |
| MACHAON, British steamer, 4,276, L. T. Hand, 14th May—Liverpool 1st April, and Singapore 8th May, General—Butterfield & Swire. | |
| MAUSANG, British steamer, 1,614, Walsh, 8th May—Sandakan and May, Timber—Jardine, Matheson & Co. | |
| MEADE, American steamer, 1,550, G. W. Wilson, 26th April—Manila 24th April, 24th April—Saigon 24th April, and General—Butterfield & Swire. | |
| NANCHANG, British steamer, 1,062, J. Dawson, 24th April—Saigon 24th April, and General—Butterfield & Swire. | |
| ON SANG, British steamer, 1,777, J. Young, 12th May—Sourabaya and Samarang 30th April, Sugar—Jardine, Matheson & Co. | |
| PAKSHAM, British steamer, 1,235, H. E. Harris, 14th May—Kohsi-chang 6th May, Rice—Jardine, Matheson & Co. | |
| PETRIANA, British steamer, 1,149, Snapper, 25th Mar., Belik (Papah) 19th Mar., Kerosing—Arnold, Karberg & Co. | |
| POMPKY, American steamer, 785, J. H. Seiver, 21st Mar.—Manila 18th Mar., Coal—U. S. Navy. | |
| PRYRHUS, British steamer, 2,281, J. W. Walker, 5th May—Moji 30th April, Coal and General—Butterfield & Swire. | |
| RAGMAR, Norwegian steamer, 1,220, H. Nielsen, 11th May—Bangkok 4th May, Teakwood—East Asiatic Trading Co. | |
| RANZA, British steamer, 3,434, Geo. H. Arnot, 9th May—New York 12th Mar., Case Oil—Standard Oil Co. | |
| SARNIA, German steamer, 2,052, Paeter, 8th May—Saigon 4th May, Rice—Siemssen & Co. | |
| SIMONANG, Dutch steamer, 1,818, Sandman, 17th April—Samarang and Saigon 29th March, Sugar—Yuen Fat Hong. | |
| TACOMA, American steamer, 1,689, John Alwen, 10th May—Tacoma, Wash. U.S.A. 9th April, and Yokohama 1st May, General—Dodwell & Co., Ltd. | |
| TAI CHEONG, German steamer, 828, H. Ahrens, 14th May—Saigon 8th May, Rice and Flour—Meyer & Co. | |
| UMTA, British transport, 3,450, R. W. Gimblett, 8th May—Calcutta 26th April, Ballast—Admiralty. | |
| VICTORIA, American steamer, 2,112, J. Pantan, 13th May—Tacoma 13th April, General—Dodwell & Co., Ltd. | |

Sailing Vessels.

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| ADOLPH OBERG, American ship, 1,262, Ambury, 19th Dec.—New York and June, and Chgo 12th Dec. Oil—Standard Oil Co. | |
| DUNDEE, British ship, 1,998, Hermann, 14th Oct.—New York 29th Jan., Kerosing Oil—Standard Oil Co. | |
| FULWOOD, British ship, 1,086, Thomas, 1st Dec.—Cardiff via Cape Town 26th Sept., Coal—Government. | |
| LARGO BAY, British ship, 1,778, F. Adams, 7th April—Nagasaki 1st April, Ballast—Sander, Wieler & Co. | |
| LOUISE J. KENNY, American schooner, 155, A. H. Olsen, 30th Mar.—Panama and Caroline Island 11th Mar., Copra—Master. | |
| LUZON, American 4-masted schooner, 512, Adams, 31st Mar.—Port Townsend 28th Dec., General—Holiday, Wise & Co. | |
| MADAGASCAR, British 4-masted barque, 1,997, A. H. Smith, 4th Mar.—from New York, Oil—Standard Oil Co. | |
| MERCURY, German schooner, 32, Wames, 23rd Feb.—Yap 9th Feb., Ballast—Siemssen & Co. | |
| OBI, British schooner, 1,951, R. Pinkham, 9th April—Cardiff 23rd Feb., Patent Fuel—Government. | |
| PRESIDENT, British bark, 766, R. B. Munro, 3rd April—Rajang 8th Feb., Timber—Ping-On Co. | |
| SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master. | |
| VIMBIE, British 4-masted bark, 2,233, D. S. Millan, 23rd Jan.—New York 3rd Sept., Case Oil—Order. | |

HIS BRITANNIC MAJESTY'S SHIPS.

ON THE CHINA STATION.

Hongkong, May 15th, 1901.

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| Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai. | |
| Daghai, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai. | |
| Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. J. R. Jellicoe, R.N., Shanghai. | |
| Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. G. A. Callaghan, C.B., Wei-hai-wei. | |
| Esch, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang. | |
| Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve. | |
| Firsthand, 3rd class gunboat, 435 tons, 4 guns, 350 h.p., Canton. | |
| Gloria, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, Hongkong. | |
| Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, en route Shanghai. | |
| Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve. | |
| Harb, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy. | |
| Hermione, 2nd-class cruiser, 4,550 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, Hongkong. | |
| Humber, 2nd-class cruiser, 5,650 tons, 11 guns, 9,000 h.p., Capt. Charles Windham, Wei-hai-wei. | |
| Janus, torpedo-boat destroyer, in reserve. | |
| Linnit, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Singapore. | |
| Lisard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Amoy. | |
| Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., W. Oakes, Hongkong. | |
| Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai. | |
| Otter, torpedo-boat destroyer, Lieut. and Com. C. P. Mansel, Shanghai. | |
| Phanix, 2nd-class cruiser, 5,650 tons, 11 guns, 9,000 h.p., Capt. J. F. E. Green, Singapore. | |
| Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai. | |
| Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. G. Cowper, Shanghai. | |
| Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai. | |
| Robin river-gunboat, 2 guns, Lieut.-Comdr. G. G. Webster, West River. | |
| Rosario, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots. | |
| Revel, 1st class, Russian torpedo boat, 65 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. | |
| Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots. | |
| 1 Flagship of Vice-Admiral Alexieff. | |
| 1 Flagship of Rear-Admiral F. V. Dubossioff. | |
| 1 Flagship of Rear-Admiral Reunoff. | |

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

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| The Russian Squadron. | |
| Admiral Korotkiy, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at | |